

**REGIONAL RESPONSE TEAM 10/NORTHWEST AREA COMMITTEE (RRT/NWAC)
PUBLIC SESSION MINUTES
0800 – 1630 WEDNESDAY 13FEBRUARY2013
Federal Center South, Seattle, Washington**

Sign-in sheets can be viewed [here](#).

Safety Briefing, Introductions, Opening Remarks

Ms. Heather Parker of the United States Coast Guard District 13 (USCG D13) welcomed everyone to the meeting and introduced herself and Ms. Josie Clark of the United States Environmental Protection Agency (USEPA). She also gave a safety briefing.

CAPT Scott Ferguson of USCG Sector Puget Sound (SPS) welcomed everyone and stated that he was looking forward to a very active day.

Mr. Calvin Terada of USEPA stated that he was looking forward to learning and listening, and offered USEPA collaboration to everyone present.

Mr. Dale Jensen of the Washington Department of Ecology (Ecology) welcomed everyone and thanked everyone for attending. He emphasized the changing picture in commodity transport, adding that the goal of discussing this is to make sure that our responders, community, economy and environment are safe.

Everyone in the room introduced themselves and stated their agency/affiliation.

Brief from City of Seattle Emergency Management – Grant Tietje

Mr. Grant Tietje, Operations and Planning Coordinator of City of Seattle Emergency Management opened the meeting with a presentation on the local risks. He stated that the planning scenario for his agency is a 6.7 fault scenario earthquake with 1000 fatalities, 24,000 people injured, thousands of buildings damaged beyond use, and 130 fires. This earthquake is focused along the Seattle fault. They use this scenario because if they can develop good capability to deal with it, this would help with other less severe cases. The five main areas that this agency does work in are:

- 1) Resource Support: They ask responders what they have, and what they need, and then they get the people and the resources that are needed. They have a process to surge resources forward.
- 2) Information Management: Today, information moves very fast. Social media builds situational awareness, and is a challenge to manage. They have a policy of openness and transparency whenever possible.

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3) Developing Plans of Action: This agency makes strategic plans of action, knitting together plans of all of the different groups involved.

4) Policy: They encourage policy solutions at the lowest level possible, and ask people to come up with policy options.

5) Finance: Nothing can stop an event like policy and finance issues. On the finance side, they ask people “what do you have and what do you need?”

Mr. Tietje recommended to everyone that they go to the Seattle Emergency Management website and look up Seattle Hazard Identification and Vulnerability Analysis (SHIVA) to use as a training tool. Mr. Tietje stated that when planning, it's necessary to get assumptions lined up right away so people can agree on resources and strategy. He added that everyone faces challenges with technology. It is a challenge to figure out how to integrate it into our systems. Finally, he urged everyone to go to the Precision Information Environment (PIE) website to read about the potential for technology to help us in our jobs.

Mr. Tietje reported that he participated in several Shell exercises and it is clear from all the planning and efforts that there is a tremendous capability to handle incidents like oil spills. Emergency operation centers (EOCs) have a supportive role in those events. He asked everyone to get in touch with their local EOCs so in an event, their EOCs do not get in the way of a response.

NWAC Overview and NWAC Plan Update – Heather Parker

Ms. Heather Parker gave a power point presentation on the NWAC, and the Northwest Area Contingency Plan (NWACP). This presentation can be viewed [here](#).

Puget Sound Vessel Traffic Risk Study – Todd Hass, Puget Sound Partnership (PSP)

Mr. Todd Hass of the Puget Sound Partnership gave a presentation on the Puget Sound Vessel Traffic Risk Study, noting that there are several other key contributors to this study besides just his organization. His presentation, which included an update on the progress of this study, can be viewed [here](#).

Mr. Bob McFarland of the USCG D13 stated that the Harbor Safety Committees were stood up at the same time as the Area Committees, and they are now working together. The work that the PSP does is very broad, but this is just one of the tasks they are focusing on. They really want to have the sectional plan developed, and Mr. McFarland added that the NWAC can really take a piece of this. He added that he wants to see some grant money to keep the study going. He also stated that he was very impressed by the complexity of the data that goes into assessing the risk.

Overview of EPA Local Grants

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University of Washington COASST Project: Ms. Jane Dolliver gave a power point presentation, which can be viewed [here](#).

Swinomish Oil Spill Preparedness Project: Mr. Jon Boe gave a power point presentation, which can be viewed [here](#).

Seattle Audubon: Mr. Shawn Cantrell gave a power point presentation, which can be viewed [here](#). Mr. Cantrell clarified that Seattle Audubon has not coordinated with ~~east~~ COASST surveys; therefore the data is not compatible at this time.

Northwest Straits Initiative: Ms. Linda Lyshall and Ms. Robin du Pre' gave a power point presentation about an initiative that was founded by congress in 1988. From this, the Marine Resource Committees were formed. Their presentation can be viewed [here](#).

Mr. Terada stated that he would like the work of these groups to be tied into the NWAC. He asked Ms. Parker and Ms. Clark if the Steering Committee can figure out how best to stay connected to these groups, moving forward.

On-Scene Coordinator (OSC) Reports

USCG SPS: LCDR Lance Lindgren gave a power point presentation on Spill Reports for the first quarter of fiscal year 2013, which can be viewed [here](#).

USCG SCR: LT Johna Rossetti presented the OSC Briefing for Sector Columbia River, which can be viewed [here](#).

USEPA: Mr. Mike Sibley presented the USEPA Federal On-Scene Coordinator Report, which can be viewed [here](#).

Ecology: Mr. Dave Byers gave a power point presentation, on the Spill Prevention, Preparedness and Response Program, which can be viewed [here](#).

2013 Task Force (TF) Selection and Report-out from 2012 Summit – Josie Clark

Ms. Josie Clark gave a power point presentation on the 2013 TF selection process, and selected TFs from the 2012 Annual Summit. Her presentation can be viewed [here](#).

USCG Re-Authorization Act Regarding Risk Assessments Requirements – Bob McFarland

The preceding acts were the 2010 Authorization Act and the 2012 Authorization Act. Mr. Bob McFarland of USCG D13 reported that this topic is of particular interest to the Makah Tribe and the State of Washington. The High-Volume Port Line at Cape Flattery is a key issue, as is the Comparability Analysis. For the Comparability Analysis, the USCG is 95% done with this analysis in terms of compiling data and getting all of it submitted to their headquarters. Mr. McFarland has been in contact with their headquarters on a weekly basis regarding this issue. They have data from 1994 and 2010, which they

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are comparing. After this is done, Mr. McFarland will be sharing the raw data with Makah and the State of Washington.

Mr. McFarland pointed out that the 2012 Authorization act is not an appropriations bill, so there is no money or personnel attached to it. When they asked their headquarters about how they are going to fund this, headquarters decided that they would prioritize it themselves before giving it back to the district to work on. Some of the tasks they were asking the USCG to complete were to assess risk and to compare what we have with what Canada has.

CAPT Mingo of USCG D13 stated that the 2012 Act specifically calls out the Canada oil sands pollution as a risk. Congress is asking us to look at vessel traffic, the number of barrels per shipment and the type of product being transported. He emphasized that we need to be able to quantify the changes in risk.

Kinder Morgan Pipeline Expansion for Tar Sands: Plans and Potential Risk – Michael Davies

Mr. Davies gave a power point presentation, which can be viewed [here](#).

A webinar participant asked Mr. Davies to discuss a January 2012 incident in Sumas where Kinder Morgan was criticized for not providing enough information to the nearby public. Mr. Davies stated that as a result of that, they came up with a better system for notification, and installed air monitoring equipment.

Marine Firefighting Regulations: What does it mean for marine spill response and the NWACP – Tim Lupher

Mr. Lupher gave a power point presentation, which can be viewed [here](#).

There was a question about who sets the training standards for training liquefied natural gas (LNG). CAPT Ferguson said this is something that will have to be addressed in the future.

Somebody also asked about how the Neah Bay vessel is involved in the firefighting plan. Mr. Lupher replied that they have subcontracted with Foss for that tug, but it is too far away to be within the distance limit in the regulations.

Roundtable Discussion – Dale Jensen: Oil Movement

Mr. Jensen reported that he has been putting an oil movement map together. The NWAC covers a three-state area and works with agencies and industry to make sure that our readiness level stays high, even with changes to the region. Mr. Jensen stated that he first started looking at coal, and since we respond to rail spills, he was thinking about how this will affect our work. As rail begins to move more coal and oil through eastern Washington, the energy change here begins to depict the movement. Changes have happened with pipelines on the east side of the state. For the first time, crude oil is being moved out on the Columbia River. There is focus on three facilities near Grays Harbor that are looking at expanding their ability to bring in crude by rail and export it from there. It is not one particular

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project that is impacting the change, it is many projects compounding on one another to change the risk picture.

Mr. Del Mackenzie of Puget Sound (PS) Pilots stated that their company does about 150-200 tanker movements a month. They are made up of 53 licensed professionals that board vessels and deliver the vessel to wherever they're bound. They are the "buffer" between the economic pressures on the master of the vessel and what is going to be helpful to Puget Sound and the environment. They work with the USCG for security purposes and are trained to assess if a situation is suspicious. Mr. Mackenzie stated that the crews on the tankers are highly trained.

When a pilot boards a vessel, they develop a team concept with the vessel master and let him know that there is a new voyage plan. The pilots do not actually steer the vessel, they just instruct the crew on how to steer the vessel. Mr. Mackenzie stated that more vessels, LNG vessels and additional coal vessels will strain the system, but only because the system is set up for current traffic and conditions. There will be a need to bring new assets online to handle an increase in vessels in the future.

Mr. Jeff Shaw is the northwest manager with Polar Tankers; partners with PS Pilots. They have a fleet of vessels that PS Pilots work with, and they are their largest economic customer.

Polar Tankers delivers crude oil from Alaska to Washington and California, and they are part of Conoco Phillips. They have been a tanker company for over 120 years, and have been bringing oil in and out of this region for about 38 years. Mr. Shaw stated that they have always used escorts, because it works well. This brings the risk grade down for the people, and the equipment.

Mr. Mackenzie stated that quick response from a tugboat to a tanker that has a failure makes a big difference. The tankers have a turning radius of about 8/10ths of a mile, but if a tugboat is attached and provides direction, it halves the turning radius, which provides the largest increase in safety.

Mr. Mackenzie reported that they have conducted two large escort drills with tankers and have taken loaded tankers out to spend several days exercising. The exercises are highly regulated and provide an opportunity to actually test their procedures, but have to be done very carefully. They are constantly working on educating their people, running simulations, and keeping up with training.

Mr. Mackenzie stated that their company has a good relationship with the USCG, and they have a highly regulated traffic system in Puget Sound, which is monitored by the USCG. They also have a relationship with the Pilots in BC.

Closing Comments

The next RRT/NWAC meetings will be June 26-27, 2013 in Lewiston Idaho.

Mr. Jensen thanked everyone for attending and thanked the Steering Committee for putting together the agenda.

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